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SECURITY INFORMATION

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

25X1

COUNTRY USSR

SUBJECT Port Information: Dairen

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THE OFFICE OF NAVAL INTELLIGENCE FURNISHED THE FOLLOWING INFORMATION TO CIA FOR IAC DISSEMINATION IN ACCORDANCE WITH PARAGRAPH 3 c OF USCID #7 (DIO, 6ND No 131-C-53).

1. A merchant mariner who visited the port of Dairen, USSR, in March 1951 aboard his ship provided the information for this report.

2. The port was not very busy. Perhaps 10 or 12 merchant ships were noted during the period of the informant's visit. In addition, one submarine and one large destroyer or a light cruiser were also in port. The latter two vessels flew the Soviet flag and were tied at Pier No 4, as shown on HO Chart No 5537. The informant was unable to furnish any description of any of the vessels in the port. He stated that there were 15 or 20 landing craft, about 20 feet in length, tied up in the vicinity of Pier No 3.

3. No navigational obstacles of any kind were noted. The informant stated that HO Chart No 5537 appeared to be accurate insofar as he could remember.

4. The harbor pilot, a Russian, appeared to be competent. He was well-dressed and was shown respect by the other local officials and workers. Boarding the vessel at a point approximately Lat 38° 56' 40" N, Long 121° 41' 15" E, the pilot brought the ship in with no difficulty.

5. Security measures at Dairen were very strict. The radio, cameras and binoculars were all sealed. Writing paper was permitted but every time one of the crew was observed writing anything, he was requested to explain what he was doing. Also, those of the crew who did not turn in at about 2200 were asked to explain why. A complete check of the ship and the crew was conducted upon entering and leaving the harbor. No one, not even the Master, was permitted shore leave. Neither were any members of the crew permitted to visit with any members of the crews of other foreign ships in the harbor.

6. A breakwater just east of Pier No 1 was not noted. The informant stated that he did not believe such a breakwater existed, but he could not be positive.

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7. The nature of goods on the wharves and piers and in the warehouses was not observed. Being restricted to his ship, the informant had little opportunity to obtain such information.

8. At the time of the informant's visit, the oil facilities were still operating in the Jijiko Pier area. He believes that he observed vessels take on oil at this point. However, his vessel fueled from a barge in the vicinity of Wharf No 1 on the opposite side of the harbor. No details of the efficiency of oil unloading could be remembered.

9. The informant could supply no specific information concerning loading facilities on the piers. His vessel was unloaded by a floating crane which was moved alongside his ship by a tug. About 30 such floating cranes were observed in the harbor area. Although the capacity of the crane was not known by the informant, he stated that it had no difficulty working the cargo of his vessel; namely, peanuts and peanut oil. It was painted orange or perhaps yellow and seemed to be in good operating condition.

10. The only commissary stores which could be obtained consisted of fish and fruit. These two items were available in unlimited quantities.

11. All guards were Chinese. The only two Russians observed during the visit were the harbor pilot and the tugboat captain. The Chinese were dirty, dressed in rags and were under the domination of a Chinese individual in the boarding party who directed their every move and even gave them permission to speak, when necessary, to the officers and crew of the informant's vessel.

12. The shipyard just west of Pier 4 was operating. In addition, two or three merchant ships were being repaired and some landing craft appeared to be undergoing repairs in the yard. No new construction was noted. The informant could furnish no information concerning the dry docks or graving docks, new shipbuilding ways or floating dry docks.

13. No information concerning change of flag of naval or merchant vessels could be furnished. However, while the informant was in Dairen, a Polish merchant vessel arrived and was given a "big welcome which included the sounding of horns, the setting off of firecrackers and a big parade." Unfortunately, the only specific details which could be recalled about this Polish ship was that it was a very large freighter.

14. Because the informant visited Dairen in 1951, he could furnish nothing concerning the Sino-Soviet agreement about 1952.

15. Inasmuch as all crew members were restricted to the vessel, nothing was known about any restricted or prohibited zones in and around the port.

16. No training activities were observed aboard the one Soviet submarine which remained at its berth during the informant's visit.

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